GRUMMAN plane news

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Old planes, LM land for golden anniversary meet

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Pelehach, Oram to new positions; 3 VPs elected

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French host E-2 for June tests, consider order

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Consider purchase

French to fly E-2C

The French government will be evaluating an E-2C Hawkeye next month. The evaluation could lead to their purchasing the airborne early warning system.

A U.S. Navy E-2C, flown by a combined Navy and Grumman Aerospace crew, left Bethpage yesterday, May 22, to participate in U.S. military exercises in Europe. The Navy has agreed to allow the French evaluation of the plane while it is in Europe.

A team of 29 Grummanites left today to support the plane and a demonstration van shipped from Bethpage on May 14. The evaluation will take place at Mont-de-Marsan in southwest France.

Long duration

The Grumman team is scheduled to remain in France until June 28.

French weapon system operators will fly in the aircraft for the evaluation. The crews had arrived in Bethpage on April 21 and spent four weeks here training on the E-2C.

While no projections have been made on when, or if the French would purchase Hawkeyes, they have already rejected Boeing's E-3A airborne warning and control system, Hawkeye's only competitor.

The Japanese and Israelis have purchased E-2Cs from Grumman. In addition to France, the Australian, Greek and South Korean governments have shown a serious interest in purchasing E-2Cs.

"We're looking for production to run through the '90s and into the year 2000," says Jim Philbin, the E2/C2 program director.

The program's personnel, many of whom started their Grumman careers on airborne early warning system projects, could reach their retirements still working on the program, he added. "The twentieth anniversary of the first flight of the E-2 will occur this October and we are looking forward to our fortieth anniversary."

Giving the E-2C van a send-off *are: (bottom, from l) Pete Foster, Bart Rissetto, Jerry Dorsey, Kevin Burns, Charlie Pohanka, Horst Rieckmann, Howie Brady and Charlie Huebner; (above, from l) Jim Carey, Al Conte, Don Smith, Bruce Betts, Joe Sargent. They are some of the guys who helped build it.*

No kidding! This rush job was fun!

"A lot of overtime and sweat went into this project. We sure had a good time doing it!"

Is it hard to imagine having a good time on a rush, overtime, major project? Maybe not. When skilled people get a chance to be their own engineering department, their own production department, their own quality control, even their own management, they grab it.

Pete Foster wasn't kidding. When the people in Plant 4 built a demonstration van to go along with the E-2C Hawkeye to air shows and customer demonstrations, they had fun. He should remember; he was the avionics supervisor on the project.

In three and a half weeks, working days and nights, they cleaned out an old trailer that had been used for storage, panelled it, painted it, equipped it with a radar operator's station just like one of the three in the Hawkeye, a movie projector, seats, cabinets and sent it on its way to the 1977 Paris air show. The van can link up with an E-2C in the air, displaying data from the E-2C in flight. Or, using videotape of actual missions and a television set, visitors to the van learn just what the plane can "see" and do without having to fly the aircraft itself.

Friday rush

The project started out the way you might expect for a rush project. "I got a call, and believe it or not it was on a Friday, in 1977. The E-2C program needed a demonstration van for the Paris air show. The guys really put their heart and soul into this."

The fun for the nearly 20 Grummanites was in the doing.

"There was no engineering per se on this," says Lamar Cress, Plant 4 production manager. "It was designed mostly by suggestions from everyone."

Do-it-yourselfers to the test

Foster agreed. "We pulled from the resourcefulness of all our homeowners and do-it-yourselfers. The program office just told us what was required and to do what we thought was best."

Time was so short. They often had to buy what they needed when they needed it and save the paperwork for later, like the panelling. "We all reached into our pockets. 'You got $20? Okay. I've got $20, too; he's got . . .' We went out to the lumber yard and bought the stuff! The guy from procurement was right there, giving us the okay. All we had to do was save the receipts."

Air ducts for the air conditioning were designed on the spot. Wood cabinets were designed and custom-made by the Plant 5 carpenter shop. The project challenged the craft skills of everyone working on it.

Yet, as big a project as it was, the van was only supposed to be a one-shot deal. It was supposed to take one trip, to the Paris air show.

The one-shot-deal has been to Australia, Hawaii and Greece among other countries. Right now, it has just about reached France for the third time.

Similar vans were based on this one for the EF-111B and F-14 programs.

The van has never really been completed. After each trip new ideas are incorporated. The television camera and videotape deck were later additions.

There were others. "We were giving a presentation to some English officers out in the Plant 4 parking lot," Cress recalls. "We couldn't turn the air conditioning down low enough!" The van now has a heater.

Need a ride?

ELMONT VIC: to Plt 30 or Bethpage, join or form car pool. 8am shift. P. Eden x7043/352-9857

SMITHTOWN/HAUPPAUGE: to Bethpage. non-smokers. 8am shift. P. Levitt x5783/724-4619

BRONX: to Bethpage, 7:30am-4:00pm, vic Gunhill & Boston. G. Bolden x3588

BRONX: area to Bethpage, van pool, need 8 riders to start. T. Cirrincione x3588

COMMACK:E. NORTHPORT: Van Pool to Bethpage, 8:00am shift, $50:20 working days. B. Wellner x9596

FORT SALONGA: to Bethpage, person to join exist 3 person car pool. T. Geraci x8677/261-8728

LEVITTOWN: Ranch Lane to plt. 12, 7:30am-4:00pm, will pay weekly. J. Lesser x5235

MILLER PLACE: to plt. 5, Bethpage, 8-4:30pm shift, 2 additional riders wanted. S. Hohmann x3466/473-8622

MILLER PLACE: Sound Beach to Bethpage, start or join car pool, plt. 5, 7:00am-3:30pm. M. Kmeth x9707/744-4857

PATCHOGUE: or vic to Bethpage, 8:12am-4:42pm, would like to join exist car pool or start new one. M. Bergman x115-6083/654-4780

PT. JEFFERSON STA: to plt. 6, 7, or 8, 7am-3:30pm, 1 more member to compl 5 member car pool. E. Matthews x6803/928-1043

RONKONKOMA: to plt. 4, 7:30am-4:00pm shift only, Mon, Wed & Friday. D. Olsen x5940 or 5896 (pref non-smoker)

appointments

Among those who recently received changes in assignments were: DEPARTMENTAL OPERATIONS — Robert Tolle, ILS program manager, E-2C Japan; Frank A. Pullo, engineering specialist, Application Software; Joseph C. Kaczetow, project leader, Customer Supply Requirements Management, Supply Operations, F-14; Frank Angrisani, project manager, Equipment Technology, F-14, all from Pl. 1; Albert Trabold, project manager, Systems Technology, VTXTS; Charles H. Stumpf, team leader, F-14/F101X Flight Demonstrator Program; Richard T. Fauvell, technical specialist, Systems Analysis and Design; John A. Portuese, engineering specialist, Support Software; Albert A. Starr, engineering specialist, Digital Engineering, Equipment Technology, all from Pl. 5; Richard E. Romaneck, group head, System Design-Ground Test; Frederick D. Drucker, project leader, E2C Systems Analysis; John Michaelsen, E-2 assistant engineering manager, Production; Alan Stewart, task leader, F-14 Core Avionics Project.

Board elects Benson director; names new GII president, four new Aerospace execs

Ex-Under Secretary of State joins board

At the Annual Shareholders' Meeting on May 15, Lucy Wilson Benson was elected to a three-year term on the Grumman Corporation board of directors. Four members of the Grumman Corporation board of directors were also re-elected to three year terms at the Annual Meeting: Archie Albright, Senior Advisor to Drexel Burnham Lambert Inc.; C. Clyde Ferguson Jr., Professor of Law at Harvard Law School; Robert Freese, Vice President and Treasurer of Grumman Corporation; and George Skurla, Chairman and President of Grumman Aerospace Corporation.

Benson replaces Grant Hedrick who retired from the board on March 31, 1980. For years, she has been an active leader in civic, academic, corporate and government circles and in international forums.

From 1977 to January of this year, Benson was U.S. Under Secretary of State for Science and Technology. Currently, she is a consultant for the U.S. Department of State and the Stanford Research Institute.

A holder of B.A. and M.A. degrees from Smith College, the new director has served as president of the League of Women Voters of Massachusetts, as well as president of the League of Women Voters of the U.S. for six years and chairman of its Education Fund.

She has also held numerous positions in Massachusetts state government. In 1972, Benson was chairman of a Special Economic Mission to Japan; from 1974-77, a trustee of the Brookings Institution, Alfred P. Sloan Foundation, and National Urban League.

New director *Lucy Wilson Benson with Chairman Jack Bierwirth.*

Pete Oram

Mike Pelehach

Renso Caporali

Robert Myers

Frank Messina

Pelehach is new International president; Oram heads aircraft programs; Caporali, Messina, Myers named VPs

Following last Thursday's annual meeting, the Grumman Corporation board of directors announced that Michael Pelehach, presently Executive Vice President of Business Development for Grumman Aerospace, will join Grumman International as its president.

Peter Oram, now President of Grumman International, will join Grumman Aerospace as Senior Vice President of Aircraft Programs.

The election of Pelehach and Oram to those new positions will become effective at the close of business June 30 to permit an orderly transition of their duties.

In addition, the board of directors approved the election of three new Grumman Aerospace vice presidents:

- Renso Caporali, Vice President—Development,
- Frank Messina, Vice President—Manufacturing, and
- Robert Myers, Vice President—Resources

Caporali is responsible for development of technology across the entire spectrum of Grumman Aerospace activities, including military aircraft, commercial subcontracts, space systems, energy and associated efforts.

Messina has responsibility for manufacturing technology, planning, master scheduling, tooling, and production in all responsibility centers and programs.

Myers is in charge of Business Operations, Facilities Engineering, Corporate Systems, Property Management and West Coast office operations.

Pelehach was elected Executive Vice President for Business Development of Grumman Aerospace in May 1979. At that time, he joined the Aerospace board of directors. A graduate of Academy of Aeronautics, New York, and the Advanced Management Program of Harvard Business School, Pelehach joined Grumman in 1950 as a structural design engineer. He has been involved in the engineering, design and development of most Grumman aircraft produced since he joined the company.

Oram joined Grumman in 1959 and worked on the Intruder, Hawkeye and Greyhound programs, before being named contract manager of the F-14 Tomcat program in 1968. In 1970, he was named an Alfred P. Sloan Fellow at Massachusetts Institute of Technology, and after earning a Master of Science degree in Management from M.I.T. in 1971 he returned to Grumman as F-14 program manager. He was named vice president of Grumman International in 1973 and president the following year.

Defense, energy, transportation . . . Grumman's markets grow

Grumman Corporation's financial footing is solid, Chairman Jack Bierwirth told shareholders at the annual meeting May 15 in the Plant 4 hangar at Bethpage.

"Last month we completed the rebuilding of our financial structure," Bierwirth said to the shareholders, reporters and financial analysts who filled the huge building. "We enter this recession with reduced debt and a solid financial base."

Financial strength

For six years, the corporation has been undergoing a financial restructuring. When $75 million of corporate bonds were issued in April Bierwirth told the employees, "Our new financial strength has put us in a position where we can soon look for new opportunities and not worry about our ability to finance the job."

The shareholders' meeting highlighted efforts to expand commercial and subcontracting programs in aerospace and other subsidiaries, thus improving profitability of the corporation.

The strength of the Grumman Aerospace Corporation, especially its diversified programs, was the highlight of the financial achievements of the company last year. Grumman Aerospace, whose Chairman, George M. Skurla, was reelected to the board of directors of Grumman Corporation, is not only continuing strongly its major aircraft production programs, but gathering strength in other areas.

"We're investing $75 million to tool up for the Boeing subcontracts," said Bierwirth, referring to the Aerospace programs to build the center section of the 767 and the composite wing skins control surfaces for the 757 aircraft. "We can see half-a-billion dollars in revenues and 750 Grumman jobs in that Boeing business over the next several years."

Grumman Corporation President Joe Gavin pointed to some of Aerospace's other achievements. "Houston and Great River are building commercial businesses which we would not have foreseen just 10 years ago." Houston is supplying the petroleum industry with exploration equipment and related hardware and Great River is building components for the computer industry.

'We enter this recession with reduced debt and a solid financial base'

Gavin related the quality of Grumman's tactical aircraft to the nation's political strength. He referred specifically to recent events:

"The Middle East situation has helped to clarify the vital role our aircraft play. The United States is no longer seen as the dominant power it was in the '50s and '60s. Were it not for the presence of our naval task forces in the Indian Ocean, that view would be more widely accepted. We're proud to be part of those task forces.

"F-14 production will continue for some time. There is nothing in sight to replace it," he added.

Flxible on target

Much of the overview given by Bierwirth and Gavin concerned the growing contributions of the other subsidiaries in the corporation.

Flxible buses are now returning a profit, Bierwirth reported. "The production rates are consistently on-target now, and so are the manufacturing costs. The Flxible people, with strong leadership and the unstinting support of specialized aerospace and truck people, have gotten that business up and running."

Bierwirth said that there are now some 1800 Flxible buses on the nation's streets.

Gavin touched on some of the corporation's other lines of business. Grumman Energy Systems, which produces Sunstream solar heating and hot water units, was hurt by the credit crunch, he said. "People are now becoming increasingly aware of our products."

Another energy production method being researched is fusion.

Grumman Aerospace is taking a major part in the development of a fusion reactor, but practical application of this system is many years away.

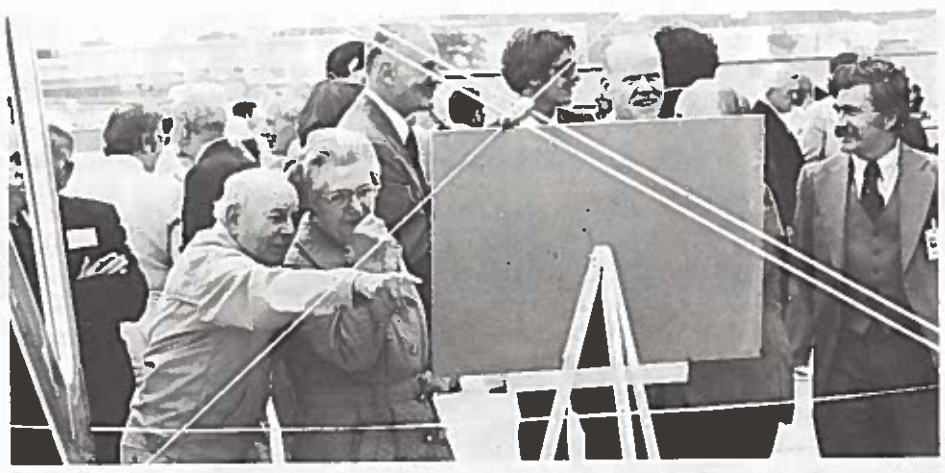
The Dormavac system, which is designed to transport or store perishable foodstuffs for long periods of time without freezing them, has undergone some engineering changes. Gavin said, however, that the system has operated for 90 troublefree hours since those changes were made. He also announced that the first Dormavac stationary unit was sold.

ness of making spare parts for what you used to make."

Other concerns were opposite of Greene's. Some questioned the board and sought reassurance about the company's resolve to expand its activities in mass transit and alternate energy sources.

Gavin answered by saying that "our massive investment to acquire Flxible was a solid commitment to the future of mass transit.

"We have made ambitious efforts regarding solar energy," he said. But Gavin added that the industry is still small.



'The Middle East situation has helped to clarify the vital role our aircraft play'

A major part of the meeting was the question and answer period.

Norvin Greene, one of the two Greene brothers who have been attending Grumman shareholders' meetings since 1945, questioned the need for the company to get involved in any businesses other than aerospace.

"If you just keep making what you make," Bierwirth answered, "you just slide down to the busi-

Lucy Wilson Benson was the first woman elected to the board of directors of Grumman Corporation. "You are joining an active and involved group of directors," Bierwirth told her when her nomination as the company's newest director was confirmed by a voice vote.

The board also announced as of July 1, the dividend reinvestment program will be cost-free to shareholders. The company will pay all service fees and brokerage commissions for shareholders who want to reinvest their common stock dividends, or make cash payments, through the program to buy more shares. The next quarterly shareholder report will contain more information on the plan.

Arthur Andersen & Co. was confirmed by a ballot vote as the new auditors for the corporation. The change had been announced in the shareholders' meeting notice. They succeed Main Hurdman & Cranstoun. Charles Dunbar, a member of the board and chairman of the audit committee, said the change was no criticism of the former auditors. "We decided to make a change," he said. "A new firm might have different ideas and different approaches."

Time for attendees to reminisce

Although the business at hand was the company's performance over the past year and its plans for the next, there was a decided air of nostalgia at the 1980 shareholders' meeting. Because this year was special: Grumman's 50th anniversary.

The mood was set by the sepia-toned photographs that lined the walls of the Plant 4 hangar; photographs of the people and products that shaped the last five decades here.

And outside, next to the firetrucks, solar panels, electric car, and other Grumman products, were a few real old-timers that came back for the meeting: a Gulfhawk II, a Widgeon, a Wildcat, and an Albatross. It was the antique aircraft that attracted the most attention . . . along with another not-so-old Grumman flying machine, a mockup of the Lunar Module.

People made the difference, too. Although the annual meeting is usually well represented by Grumman retirees (70 percent of the retirees are shareholders) there were even more familiar faces this year. They came back to see old friends, talk with former bosses, and take another look at the planes they helped to roll off the assembly line.

Clint Towl, one of the founders of the company and a Director Emeritus of Grumman Corporation, was there to reminisce about the good time and bad times.

For George Titterton, the presence of the Gulfhawk II was an added pleasure. Titterton, who retired as a senior vice president and member of the board of directors, was the project engineer for the one-of-a-kind airplane which, along with the Albatross, was here on loan from the Smithsonian Institution.

Running his hand over the side of the shiny orange plane with the blue and white stripes, Titterton recalled the fun and the challenge of producing a high-performance aerobatic aircraft.

George Titterton

"Al Williams was a famous stunt flyer—an acrobatic pilot—who flew for Gulf Oil. He went around the country and all over Europe to air races and exhibitions, and we put this plane together for him in 1936.

"We were building the F3F in those days, which was a little bit bigger than the F2F that had preceded it. It had a wing span of 32 feet. Al wanted the F2F wings, which were four feet shorter, mounted on the F3F fuselage. This would make the plane easier to flip around in the sky. He also wanted a snappier-looking cowling, which you see here. We couldn't do anything like that on a Navy plane. But this one was a toy.

"And, my, God . . . it was a beautiful thing! We were very proud of it."

Looking back to the early days of the company, Titterton observes that things have changed greatly over the years.

"It was a small company then. Everyone knew everyone else's name. But the spirit of the place hasn't changed. What got this company through 50 years is the abiding belief in good, hard work . . . getting the job done, and not making excuses. It's been a pleasure watching it grow."

Memories

There was a reflective pause in the annual meeting proceedings to commemorate the 50th anniversary of Grumman.

On behalf of thousands of Grumman retirees "who were proud to have been a part of the first 50 years," Retiree Club President Burt Sternfield presented Grumman Corporation a special bronze plaque.

It was fitting that the man to accept the plaque was Clint Towl, one of the founders of the Grumman Aircraft Engineering Corporation and pres-

ently Director Emeritus of Grumman Corporation.

"Fifty years is a long time," says Towl. "I've had an awful lot of fun and a few trials . . . haven't we all." Glancing around the huge hangar filled with shareholders, Towl said, "I remember 35 years ago at my first annual meeting with the Greene brothers in Mr. Grumman's office."

A few moments later, Towl had a chance to reflect over his 50 years at Grumman when he and other attendees viewed a multi-media show highlighting the endeavors and accomplishments of Grummanites over the last half-century.

U.S. can't relax in Mideast—Helms

Political Action Committee (PAC) members got a personal, inside look at the Middle East on Wednesday, May 14, from Richard Helms, former director of the Central Intelligence Agency and ambassador to Iran.

Over 800 PAC members gathered in Plant 4 to hear the ambassador's address and the 1979 report of the PAC's steering committee.

After brief introductory remarks by Grumman Corporation Chairman Jack Bierwirth, Ambassador Helms began his 30-minute candid speech on the state of affairs in the Middle East . . . as he sees it.

"For the first time in our nation's history, we find ourselves very dependent on another part of the world for specific resources," states Helms. "Protecting this vital lifeline is extremely important to the United States and its allies during the next decade." Helms does not see any relaxation in the tension at the Persian Gulf area, as the Soviets will begin to run short of oil later this year.

Close watch

Helms advises PAC members to keep a keen eye on the nation's priorities in the Middle East. The ambassador then stressed the importance of writing letters to congressional representatives in Washington. He calls it the "most influential" means of letting Congress know how Americans feel.

Responding to PAC members' questions, Helms also believes that the U.S. should continue to sell sophisticated weapon systems to foreign governments on a selective basis. "We owe it to our allies."

Asked if he knew if President Kennedy did not plan on escalating the war in Vietnam, Helms replied that a few days before his assassination President Kennedy told him just that.

Hearty thanks

After the ambassador's address, Bob Watkins, chairman of the PAC steering committee, opened the business portion of the meeting by asking members to vote on three resolutions.

Two resolutions lauded former steering committee chairman Tom Rozzi and Committee member Jack Rettaliata, who both recently retired from the committee. PAC members responded with an enthusiastic "Aye."

Attendees also approved a resolution to elect two vice chairmen: Dave Walsh, Director of Customer Requirements, and John Bohlander, Vice President-Administration for Grumman Data Systems.

Watkins told attendees that thanks to their collective efforts, PAC has become increasingly effective in supporting corporate interests at all levels of government.

"Grumman is one of the 10 largest industrial PAC in the nation," states Watkins. "Last year, the Grumman PAC contributed $136,000 to 77 candidates at all levels of government who are favorably disposed toward what the corporation stands for."

Responding to members' inquiries, Watkins assured attendees that PAC-supported candidates are constantly watched for their support of Grumman's interest. When asked which candidates should PAC members support, Watkins stressed the three ways to support the election process: money, votes and working for candidates. "PAC is primarily involved in monetary support. We don't deal in political ideologies."

'The Grumman Story'

"The PAC can't, and we shouldn't want it to, do everything for us. It's designed to make sure elected officials know the Grumman story — and that we get fair and equal consideration in their legislative actions."

Packed house. *Over 800 PAC members heard Richard Helms (R), former CIA director, discuss the Middle East.*

First timer wins Sterling, again

This year is proving to be a good one for first-time suggestors in the Project Sterling program. Again this month the top award went to a suggestion which was the first from the Grummanite who made it.

Ken Anthanio was the top suggestor. His $570 award was the highest among the 49 announced for April by the Project Sterling administrators.

Ken was supplying power tools from the central set-up area to the people working on the F-111 stabilizers when he made his suggestion. They had changed a drilling process. Instead of holding the stabilizers horizontally when drilling them, the engineers had them held vertically.

But, in that position, the freon used to cool the cutting tools wasn't able to do its job. "We drilled holes through the fixture and put a tube through the hole to carry the freon to the cutter. We used to change a cutter for every two holes we made with it. Now, we're doing the entire job with one cutter for each hole size." Project Sterling estimates that Ken's idea will save over $14,000 the first year.

As a senior C.S.A. technician, Ken's job is to service and supply riveting equipment, drills and other power tools to the people in the shops of Plant 2. "The guy who comes to the window is the most important person. To me, he's my customer."

Al Kirschberg won his second Project Sterling award. The 32 year Grumman veteran, a foreman in Plant 3, earned the $380 prize for his new procedure for fabricating F-14 underwing leading edge panels.

The plastic panels had been a problem. When they came out of the molds, the panels' edges were always curved. Placed on the plane's wings, the panels invariably fit poorly and had to be reworked. Reworked by hand, of course.

He suggested a fixture, which looks like a pegboard, to hold the newly-molded panels. The panels are then covered and heated. The curves disappear and the panels fit perfectly.

Perfect, too, was the timing of Mike Logiudice's first award. His wedding was just a few days after he heard about the $325 he was awarded.

"I was working on the Falcon 20, and we were having a problem with the fiberglass welding fixtures." The fixture did not allow for weld shrinkage and the welds were often contaminated. One of three assemblies would ultimately have been rejected.

Mike's suggestion to modify the welding fixture eliminated assembly rejection and the cost of building new fixtures as well.

obituaries

WILLIAM J. BRAUN of Assy Method and Planning, Pl. 5, died May 9 at the age of 57. He had been with the company since 1942 and resided at 3632 171 St., Flushing.

CARMINE J. PASSARELLA JR., of Supp. Equip. Serv., Pl. 35, died May 7 at the age of 48. He had been with the company since 1965 and resided at 4 Decatur Lane, Lake Grove.

J. Wagner

F. Rudolph

R. Smith

J. Halajian

R. Lee

F. Campbell

A. Mader

H. Courten

G. Schriro

service milestones

L. Enlund

F. Costantino

W. Carpenter, Jr.

F. Balk

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Zolton D. Horvath, Fuselage Hoining (1)
Edward A. Hertford, Mach. Ops. Mgt/ Staff (3)
Philip Musa, Mech. Des. Staff (25)
Mortimer J. Husted, Mfg. Sched. (30)
John L. Rowe, Field Admin. (67)

35

Benjamin W. Blossom, Wing Inner Panel & Combo (2)
Salvatore J. Palazzolo, Inventory Rel & Cntrl. (30)

30

Leo J. Battista, ILS Supp. Ops. Proj. Mgt. (1)
Stefano Malesky, Press (2)
Joseph A. Calandra, Prod. Devel. Cent. (5)
Brian P. Masterson, Public Affairs (7)
Joseph F. Colli, Matl. Coord. (7)
Harold V. Proskey Jr., ILS Admin. (40)
Frank A. Brady, Invent. Mgt. (44)

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Due to a large number of Grummanites who celebrate 15 years with the company this month, only a small group is included in this issue; the remainder will be published in a future issue of PLANE NEWS.

25

Albert Johnson, Prod. Plnng (2)
Nathan A. Anello, Bethpage Matl. Mgt. M/S (2)
William Brinkerhoff, Machine Shop (2)
Walter Beauchamp, Honeycomb Prep. (3)
Webster N. Baker Jr., Machine Oper-Tech Serv. (3)
Frederick Ford, Prod Cntl-Parts Cntrl (3)
Andrew H. Vinson, Maint-Rearrangement (3)
George DiNatale, Supp. Equip. Prod. (5)
John Genega, Electromech. Des. (5)
William Schultze, Instr. Plnng & Cntrl (6)
James Wagner, Presentation Servs. (7)
Ferdinand J. Rudolph, Flt. Saf & Supp. (7)
Rodney Smith, Flt. Saf & Supp. (7)
Charles Weizenecker, Non-Metals-Finish Eng. (12)
John Halajian, Structures Anal. (25)
Robert Lee, Sys Integ. (25)
Francis E. Campbell, Personnel Relations (28)
August Mader, Mech. Eng. (30)
Henry C. Courten, ILS Mech. Eng/Des. (35)
George Schriro, Fatigue & Fracture (35)
Leonard F. Enlund, Mech. Struct & Assy (43)
Fortunato F. Costantino, Mat. Mgt. (77)
Willis Carpenter Jr., Insp/QC (77)

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Joseph A. Becchina, ILS Log. Sys. Dev. F (1)
Elbert Kirkpatrick, ILS Dig. Eng. (1)
Kelvin J. Perry, Mach. Oper-Tech. Serv. (3)
Arthur J. Marchese, Business Mgt. (3)
Benjamin J. Stafford Jr., Flt. Ops. (4)
Donald J. Walsh, Vehicle Liaison Eng. (4)
Wilbur Gerken, Conventional Mach. (5)
Michael H. Howard, Maint-Facil. Equip & Gen. (6)
Eugene Manalili, Final Assy Insp. (6)
Austin J. Curtin, Meas. Stds. (12)
John J. Zale, Elect. Test (14)
Robert P. Bisey, Lab. Mgmt & Tech. (14)
Vincent Slama, ILS Tech. Writ. (15)
Lester W. Hoffman, ILS Tech. Illus. (15)
George Poletti, Radar (25)
Anthony L. Caserta, Computer Archit. (25)
Frederick Drucker, Sys. Eng. Proj. Eng. (25)
John Augustine, Research (26)
John Burckley, Subsystems (30)
Alfred Rodman, East Coast Supp. Adm. (30)
Paul F. Wilson Jr., Prod/Comm. Est. (30)
Walter Vogelsberg, ILS Admin. (35)
Alice Kumer, Ops Qual. Mgmt & Staff (35)
Charles J. Finlay, Instr/Anal. (39)
Arthur Matson, ILS Resource Cntrl (40)
Alice J. Semcken, P.M. EF-111 (40)
Arnold A. Eggebrecht, Production (88)

15

Albert L. Stabile, Major Assy (1)
Robert V. Allison, Sub Assy (1)
Joseph T. Narkun, Fuselage Assy (1)
James G. Kirkham, Fuse Fwd. Sub & Major (1)
Edwin J. Schretzmann, Fuselage Joining (1)
Salvatore Damato, ILS Elect. Pack. (1)
Vincent Heim, ILS Elect. Pack. (1)
Ronald S. Yaconetti, ILS Commod. Cntrl. (1)
James F. Kearney, ILS Sys. Implem. (1)
Richard C. Montillo, ILS Elect. Eng. (1)
Silvio S. Facchiano, ILS RF/Cntrls. (1)
Yoshito Kudo, ILS RF/Cntrls. (1)
Henry Tufano, ILS Digital Eng. (1)
William J. Patrovic, ILS Digital Eng. (1)
Thomas H. Kestel, ILS Training Sys. (1)
Harry Thomas Jr., A/C Sys. Serv. (1)
Frank C. Cioffi, Resources (1)
Anthony F. Richardelli, Router & Shear (2)
Mario Reres, Small Parts Fab. (2)
Adolph H. Tiedemann, Small Parts Fab. (2)
Alfonso Monzillo, Pride Line (2)
Peter VanHensbroek, Prototype (2)
John J. Hritsko, Prototype (2)
Thomas P. Scardino, Prototype (2)
Lounova Branch, Tanks & Ducts (2)
George E. Ketcham, Major Assy (2)
Joseph Parmigiani, Ctr. Sect-Sub Assy (2)
Rovert C. Erdman, Ctr. Sect-Sub Assy (2)
Joseph C. Supper, Wing Inner Panel & Combo (2)
Charles P. Vetter, Avionics Inst. (2)
Harold E. Mullen, Propulsion Test (2)
John H. Schmitt, EBW-Machining (2)
Eugene Haynes Jr., Clean & Descaling (2)
Alfred C. Pennisi, Mfg. Resources (2)
George Wagner, Mfg. Admin/Business Mgt. MS (2)
William P. Kuhmann, Die Shop (2)
Harry M. Trutt, Jig Details & Sub-Assy (2)
Herbert M. Thiele, Cutter Grinder (2)
Albert J. Turner, Stockrooms (2)
Andrew F. Zajack, Maint-Rearrangement (2)
Samuel Newton, Maint-Facil Equip & Gen. (2)
Demetrios J. Caloritis, Vehicle Liaison Eng. (2)
Joseph R. Picciotti, BPA Qual. Eng. Prod. Supp. (2)
Charles Schold, Insp-Tooling (2)
James Hill, Press (3)
Gus T. Waller, Conventional Mach. (3)
Ferdinand J. Chapey, Conventional Mach. (3)
Frederick L. Fowler, Parts Paint (3)

A. Johnson

W. Brinkerhoff

W. Beauchamp

W. Baker, Jr.

F. Ford

A. Vinson

G. DiNatale

J. Genega

W. Schultze

scorecard

Announce GAA drive winners

Over 96 percent of the Grumman workforce joined the Grumman Athletic Association team during this year's membership drive.

Those who assisted GAA in selling the $1 membership tickets recently gathered in the Plant 30 cafeteria to pick winners' names for 15 $100 U.S. Savings Bonds and 50 sets of Grumman glasses.

Winners of the $100 bonds were:

Edward Roemer, Pl. 5; Frank Wassung, Pl. 30; Ida Rucklos, Pl. 10; Cesare LoPalo, Pl. 15; Gerard DiLeone, Pl. 7; Arthur Bartholomew, Pl. 3; Jean Gronbach, Pl. 40; Virginia Pitsios, Pl. 111; Carmela DiMino, Pl. 44; Alex Adamcewicz, Pl. 30; Michael Reisert, Pl. 3; William Basof, Pl. 35; John Bohun, Pl. 40; G. Lynch, Pl. 34; William Andrisani, Pl. 43.

Those who won Grumman glasses were:

Plant 1 — Rosemarie Hoeler, Joseph Walter Jr., Albert Trabold Jr., James Dysart, Alex Ledereich.

Plant 2 — Charles Maimone Jr., John Franciscovich, Ronald Boyce, Robert Hurtig, Karl Herrnkind, Frank Sapone, Frederick Yager, Fred Calfior, Floyd Richardson, Ed Murray.

Plant 3 — George Kerrigan, Walter Beauchamp, Edgar McKelvay, Reuben Rosenberg, G.A. Antonacci.

Plant 5 — Erwin McCalla, Francis Rath, Erling Olsen, Daniel Crowley.

Plant 6 — Edsel Earle, Alyce Hickey, Eugene Manalili. Plant 7 — Charles Niegocki. Plant 8 — William Irish. Plant 14 — Orest Muzycyszyn. Plant 15 — Joan Bodensky. Plant 18 — Epifania Thistle.

Plant 25 — Paul Frappollo, Karen Frerichs, John Morrison. Plant 30 — Lester Seaman. Plant 31 — Richard Goldsmith. Plant 35 — John Benz, Irene Ruf, Walter Vogelsberg.

Plant 40 — Richard Ellingsen. Plant 43 — Robert Mugno, George Faeth, William Oechsler. Plant 44 — Michael Altman.

Plant 111 — Doris Mays. Plant 53 — Kent Gustavson. Plant 56 — James Rutledge. Plant 77 — Frank Robinson. Plant 80 — Douglas Tvrdik.

And the winner is. *After Mike Cherry of GAA spins the drum Executive Vice President John O'Brien picks the first of 15 winners' names in the annual GAA membership drive drawing.*

Summer keglers

The Grumman Rainbow Summer Bowling League invites all keglers to its organizational meeting on Wednesday, May 28. Summer bowlers will meet at the Syosset Lanes on Jericho Turnpike at 6:30 p.m.

Kappenberg wins top prize

Dot Kappenberg, an administrative secretary in Plant 35, took top honors at the Grumman Garden Forum's Spring Flower Show on Tuesday, May 13, in the Plant 30 cafeteria. Dot's entry, a pink oriental tree peony, was named "Queen of the Show" from among 300 other entries.

Though she has been entering the Grumman competition for the past 15 years, it was Dot's first "Best-in-Show" award. Dot's win was extra-special because she has been chairman of the Garden Forum for eight years.

Other champion growers (in order of their placement) were:

Single tulip — Mike Smith, Mike Sheehan, Mickey Krayeski and Dot Kappenberg.

Single parrot tulip — Sima Miluscheina, Mike Gabriel, Alice Miller and Jerald Berman.

Single tulip (novice) — Bob Kranisen, Sheehan, Mike Kazazis and John Lundgren.

Tulip collection — Sheehan, Ed Ellison, Miller and Smith.

Single seasonal bloom — Kappenberg, Karl Hagen, Lynn McDonald and Lillian Fink.

Seasonal collection — McDonald, Bud Thomsen, Esther Kargauer and Kappenberg.

African violets — Rose Heitshusen, Marion Groll, Judith Cote and Charles Talley.

House plants — Tony Cove, Ruth Kreschner, Richard Goldzung and Carol Kilhman.

House plants (hanging baskets) — Ed Vasta, Bill Pietruszewiez (2nd and 3rd), and Ellison.

Arrangements — Hagen (1st and 3rd), Catherine Merchant, Kappenberg.

Special awards for meritorious entries not included in other categories went to Bill Pietruszewiez, Joe Gregg, Mike Smith and retiree Ed Ellison.

calendar

Aikido Club: every Mon. and Wed., 5 p.m., Pl. 35 caf.; for sport and self-defense; L.I. Aikido Federation; Grumman employees welcome. B. Bauman, Ext. 7706/M. Stock, Ext. 7362

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 15, conference room C; closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Hdq. Bldg.; open meeting. C. Robb, Ext. 117-6526

Coin Club: (Calverton) every Fri., 1st noon lunch, Pl. 6, conference room; Grumman employees welcome. W. Kondratowicz, Ext. 117-6680

Fencing Club: every Wed., Pl. 30 caf., 4:30 to 6:00 p.m. Beginners welcome, free lessons; Grumman employees only. P. Chaldaris, Ext. 4331/J. Hayne, Ext. 5556

Folk Dancers Club: every Tues. and Thurs., lunchtime, 2nd floor Pl. 6, folk, ballroom and disco. Grumman employees welcome. J. Hamelman, Ext. 117-6835

Grumman Scuba Divers Club: Wed., May 14, Chateau Restaurant, Wyandanch, 7:30 p.m., guests welcome. P. Craig, Ext. 4779

Grumman Stamp Club: is having an auction of fine quality U.S. singles and plate blocks on Thurs., May 29, Pl. 35 caf., 5 p.m. Bidding is open to all members, for information contact S. Hoops, Ext. 3926

Personals

We wish to thank my friends and co-workers for their thoughtfulness and prayers following the loss of our mother. Terrence Walker and Family

We wish to thank our co-workers and friends for their support and sympathy during the recent illness and loss of Charles F. Johnson, Sr. Eleanor Johnson, Barbara Hickey and Charles F. Johnson Jr.

We wish to express our deep appreciation to all of Fred's friends and co-workers for their overwhelming concern, kindness and sympathy shown us during our recent loss. The Gurney Family

We wish to thank my friends and co-workers for their kind expressions of sympathy following the recent loss of my father. Karen Berbig and Family

We wish to thank my co-workers for their thoughtfulness and sympathy during the recent loss of my father. Ray Dawson and Family

I wish to express deep gratitude to my co-workers for the kind expressions of sympathy during the recent loss of my brother. John Forestiero

GRUMMAN plane news

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